



WORKING PAPER

**ACCIDENT INVESTIGATION AND PREVENTION (AIG)
DIVISIONAL MEETING (2008)**

Montréal, 13 to 18 October 2008

**Agenda Item 1: Annex 13
1.3: Chapter 7 of Annex 13**

NOTIFICATION TO ICAO OF VERY LIGHT JETS OF 2 250 KG OR LESS

(Presented by the Secretariat)

SUMMARY

This paper discusses amendments to Chapters 4 and 7 of Annex 13 in order that ICAO starts receiving safety data of very light jets (VLJs) of 2 250 kg or less.

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 Very light jets (VLJs) are used, among others, in air taxi and commercial operations which are expected to increase in the near future. Some VLJs will have a maximum certificated take-off mass (MTOM) equal to or below 2 250 kg. Some VLJs will share the same airspace with commercial air transport operators and the International Civil Aviation Organization (ICAO) would need to start receiving some safety data stemming from VLJs of a MTOM equal to or below 2 250 kg.

2. DISCUSSION

2.1 Current Annex 13 — *Aircraft Accident and Incident Investigation* provisions require the State of Occurrence to forward notification of an accident or serious incident with a minimum delay and by the most suitable and quickest means available to ICAO, when the aircraft involved is of a maximum mass of over 2 250 kg.

2.2 Paragraph 7.1 of Annex 13 requires the State conducting the investigation to, inter alia, send the Preliminary Report to ICAO when the aircraft involved in an accident is of a maximum mass of over 2 250 kg.

2.3 Paragraph 7.5 of Annex 13 requires the State conducting the investigation to send, as soon as practicable after the investigation, the Accident Data Report to ICAO when the aircraft involved in an accident is of a maximum mass of over 2 250 kg.

2.4 Based on the above-mentioned, it is noted that Annex 13 provisions already address VLJs of a MTOM above 2 250 kg.

2.5 In light of the envisaged impact that VLJs would have in aviation operations, it is deemed necessary that Annex 13 provisions be amended so that ICAO could start receiving notifications of accidents and serious incidents of VLJs of a MTOM of 2 250 kg or less.

2.6 As for accident reports of VLJs in the aforementioned category, the Secretariat is of the view that it would be preferable to wait for the operations of VLJs to become mature before ICAO starts receiving such reports.

2.7 Considering that VLJ is a commercial term and therefore not usable in the context of ICAO provisions, the term “turbojet powered” aircraft is used in the proposed amendment.

3. ACTION PROPOSED

3.1 The meeting is invited to consider the amendment in the Appendix concerning the expansion of notification requirements to ICAO as regards the mass of turbojet powered aircraft involved in accidents or serious incidents.

— — — — —

APPENDIX

PROPOSED CHANGE TO CHAPTER 4 IN ANNEX 13

...

CHAPTER 4. NOTIFICATION

...

Forwarding

4.1 The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to:

- a) the State of Registry;
- b) the State of the Operator;
- c) the State of Design;
- d) the State of Manufacture; and
- e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is turbojet powered and of a maximum mass of 2 250 kg or less.

...

— END —